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CENTRAL INTELLIGENCE AGENCY [redacted] 25X1

INFORMATION REPORT

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COUNTRY Czechoslovakia

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SUBJECT Civilian Airport in Prague - Ruzyne

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THIS IS UNEVALUATED INFORMATION

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1. The airport in Ruzyne is located about 13 kilometers west-northwest of the center of the city of Prague. The administrative offices of the Czechoslovak Airlines (CSA) are in Prague I, Revolucni Avenue No 1. The geographic location is 31° 56' 30" east longitude and 50° 05' 45" north latitude.

2. Weather conditions are not favorable on the whole. The airfield is situated on a flat plateau exposed permanently to southwest winds. The surface of the airfield is 370 meters above sea level (the Moldau River is 150 meters above sea level). Visibility is bad, mainly due to the smoke coming from Kladno region; in addition there are often fogs from the Sarka valley; the wind is continuous and rainfalls more than normal.

3. The main runway points at 220 - 240° and is 1800 meters long and 60 meters wide. It is made of concrete and the level difference between the two ends is 20 meters. The second runway is asphalt, pointed at 260°, 1200 meters long and 40 meters wide. The third runway is also of asphalt, direction 130°, 800 meters long, 40 meters wide. The ground of the airfield is loam clay over which a layer of sand, 10 centimeters thick, was put. The surface of the airport is covered with grass. If the weather is dry, the airfield is fairly solid and suitable for landing of planes up to 15 thousand kilograms in weight. There are two approaches to the runways. The longer one is 600 meters long, and 40 meters wide, and is made of asphalt. The shorter one is 150 meters long and 30 meters wide. The airport is equipped with a control tower which is approximately 12 - 15 meters higher than the three-story airport station building. The station is a steel and brick structure, with glass walls on the upper floor. The equipment for night flights is as follows: a T-light, located at the beginning of the starting runway; there were beacons on hangars C and B. The beacon located on hangar B had a one-color light; the lighthouse on hangar C had a two-color turning searchlight (white and green). The light is visible for 20 kilometers. On the control tower there is a small searchlight lighting the approach to the runways. The main runway 220 - 240° is marked as follows: at the beginning of the runway, three green lights; the runway is marked with white lights on both sides. The three last lights are red. Orange lead lights are placed about two kilometers before the starting runway. These lights are posted 50 meters from each other, contain hydrogen,

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and are visible in the fog. The runway going in the direction of 260° has the same lights but no leading lights. The other runways do not have permanent lights but are equipped with battery lights which can be used if necessary. All elevated points in the vicinity are marked with red warning lights.

4. The obstacles within radius of 20 kilometers are mainly communications lines and factory chimneys.

5. The customs service is located in the building for the forwarding of mail abroad.

6. Police service is provided by the National Security Corps (SNB), State Security Corps (STB), people's militia and military flying guard. The National Security Corps has a staff of 20 men one half of whom are permanently on duty. They control the passengers, carrys out guard duties in the hangars and on the airfield. They are armed with submachine guns and pistols. A guard room of the National Security Corps is located in the hall of the airport building. The commander is a senior sergeant Stiska. The number of members of the State Security Corps (STB) is not known and is changed often, according to the need. The offices of the State Security Corps are on the second floor of the main airport building. The commander of the State Security Formation is Mr (fnu) Vanek, of Czech nationality, about 30-35 years old, height 180 centimeters, black hair, bald in front, heavy-built, a fanantical Communist. Among his duties is the issuance of permits for official flights, special flights and testing of new planes. The people's militia is composed of personnel of the airport. The total number of its members is not known to me. There are always four men of the people's militia on duty in the airport. They wear blue overalls with a red band with the letters ML and are armed with pistols. The military flying guards are accommodated in hangar D. They have 20 men with auxiliary personnel. They have at their disposal the following planes: four ME 109, two Arado, two Siebel, one Aero, two Fiesseler-Stork. The fighter planes have the usual equipment and each of them has a radio transmitter FUG 10.

7. The first aid room with one surgeon on duty, is located on the ground-floor of the main airport building. The medical service has at its disposal two ambulances with two beds and one ambulance with one bed. The airport doctor is also at the disposal of the airport personnel; his office is located in hangar C.

8. Water is supplied by the city water works and electric current by the city power plant. Gasoline is stored in five underground tanks, each with a capacity of approximately 150,000 - 250,000 liters of gasoline. Oil is kept in barrels. The gasoline is brought to the planes by gasoline trucks. Repair workshops are located in the hangars. The fire brigade has 10 - 20 men, one motor fire engine for water, and two motor engines for foam extinguishers.

9. The flight control is located in the control tower of the main airport building. Its equipment is as follows: One Liaison, frequency 3442, 5 klh/sec and 118, 1 % (Hallicrafter VHF). The control tower operates all devices for night flights and also all lights in the area of the airport, the goniometric station and transmitter in Jenec. All devices are double in case of emergency. There is also blind landing equipment, type TBA Lorens, in the control tower. In addition, there is a siren for the "stop the motors alarm" which is used when all other devices fail. This siren stops all the motors in the airport in order to enable the personnel to ascertain the position of the airplane by listening. The regional flight control is located in another tower. Radio equipment is as follows: Receivers; Hallicrafter, Liaison and others, frequency 333 klh/sec, 500 klh/sec, auxiliary signal SOS, telegraph, telephone and the so-called "May Day" which registers all planes flying over the territory of the Czechoslovak Republic. This station prepares the flight plans for various airports in the Czech provinces (Bohemia and Moravia). The same service for the Slovakian airports is operated in Bratislava. The transmitting for the local and regional flight control is carried out by the main transmitter in Jenec. This transmitter has approximately 10 steal poles, each approximately 70 meters high, and a number of smaller poles. The transmitters are located in a concrete building 30 x 15 meters; their makes and types are not known to me. The goniometric station has the following equipment: KP 2, frequency 333 klh/sec, KP 2, frequency 322 klh/sec. This goniometric station serves for QUGH-DD landing (direction distance). If the QUGH-DD system is used for landing, the station is connected with the goniometric station in Stredokluky which is equipped with one apparatus KP 2, frequency 322 klh/sec. The goniometric device system A DCOC, frequency 333 klh/sec is in the axis of the start runway; the measuring device VHF,

frequency 118, 1 Mc is also in the axis of the start runway and one gonimeter in Stredokluky is in permanent service. About 14 kilometers northwest of the beginning of the start runway, near the village of Hostice, there is a beacon which beams the letters PA. The radio-range transmitter beams the letters AN north to south and west to east. This radio-range is located in the transmitter in Jenec. Another transmitter beams letters OKL in all directions. This transmitter is also in Jenec. The frequency and time is described in the international circulars MOTAM. For blind landing the SBA-Lorenz equipment located on the runway is used. This is the major beacon. About 50 meters from the beginning of the runway there is a signal transmitter, "Innermarker." Three hundred meters from the beginning of the same runway there is another transmitter, "Outermarker." The approaching device SC 51 with the major beacon on the end of runway 22 with the signal (glide bath) is located between runways 22 and 26 and between the Innermarker. The details are shown in the international circulars MOTAM. In addition, there is a search light on the main control tower.

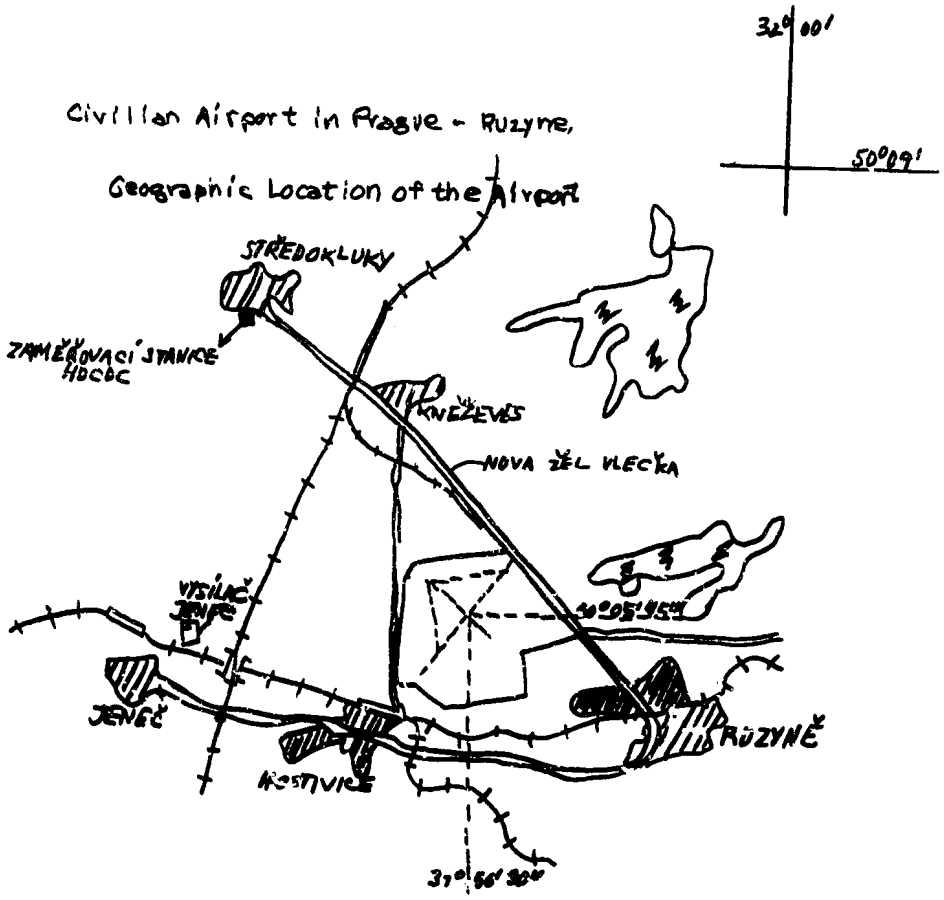
10. There is no antiaircraft defense at the airport. The military flying guard stationed in the airport is not supposed to defend the airport.

11. The following planes are based at the airport: 28 DC-3; 12 IL 12; five Siebel 204; five Junkers 52; 10 planes of the local Aeroclub (sport planes); in addition, the military flying squad has at its disposal planes which have been described before. There is a great number of small wooden barracks in the area of the airport. These barracks were built during the German occupation. The airport is connected by roads with the highway called Plouna Mile. In 1949, a railway track was built connecting the airport with the station of the Czechoslovak State Railroads in Stredokluky. The total number of personnel of the Czechoslovak Airlines (CSA) on duty at the airport is approximately 800.

- end -

ENCLOSURE (A): Map Showing Geographic Location of the Civilian Airport in Prague - Ruzyne
(B): Sketch of Civilian Airport in Prague - Ruzyne with Legend

Military Geographic Institute in Prague.



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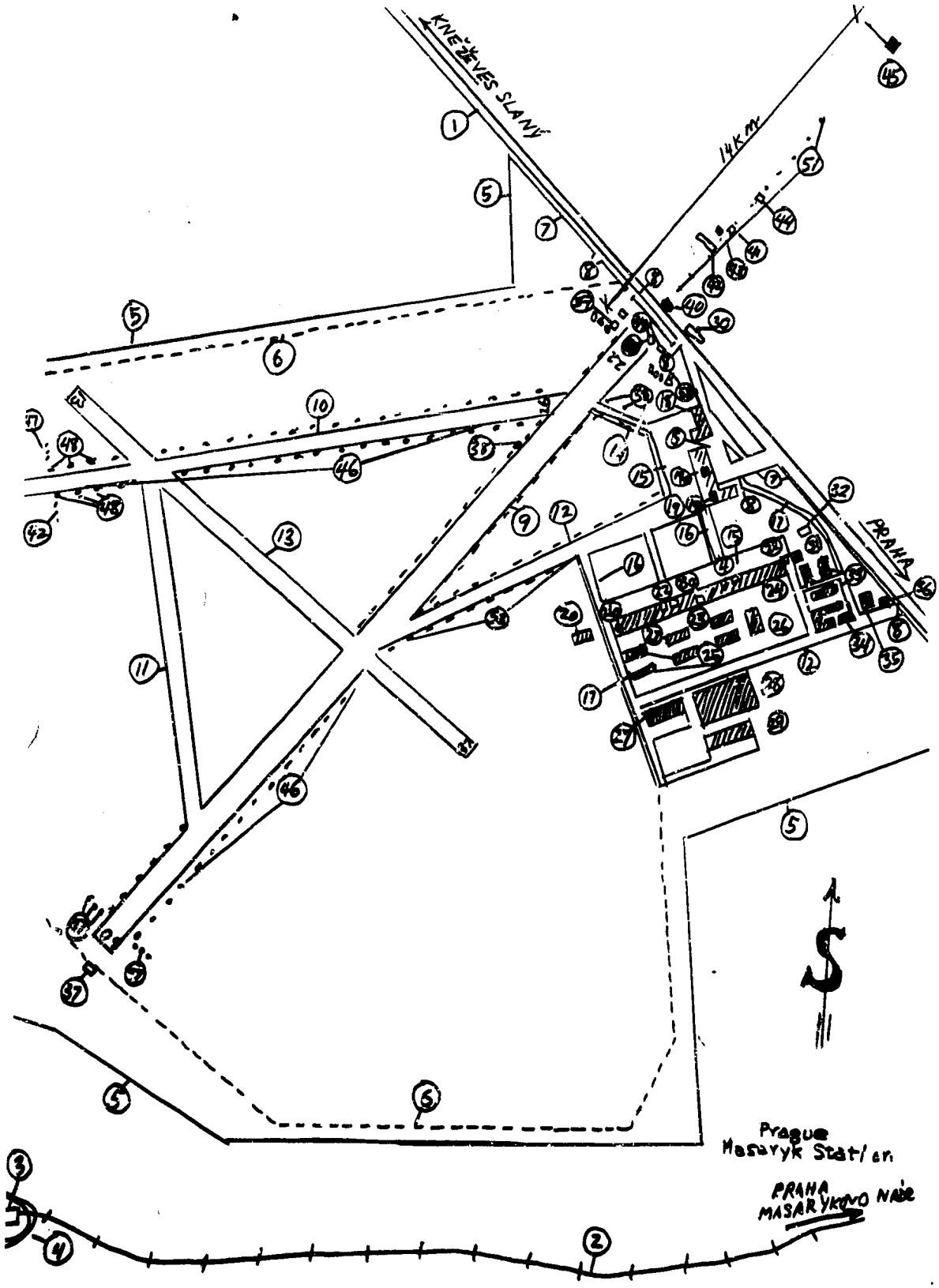
SKETCH OF CIVILIAN AIRPORT IN PRAGUE- RUZYNE WITH LEGEND



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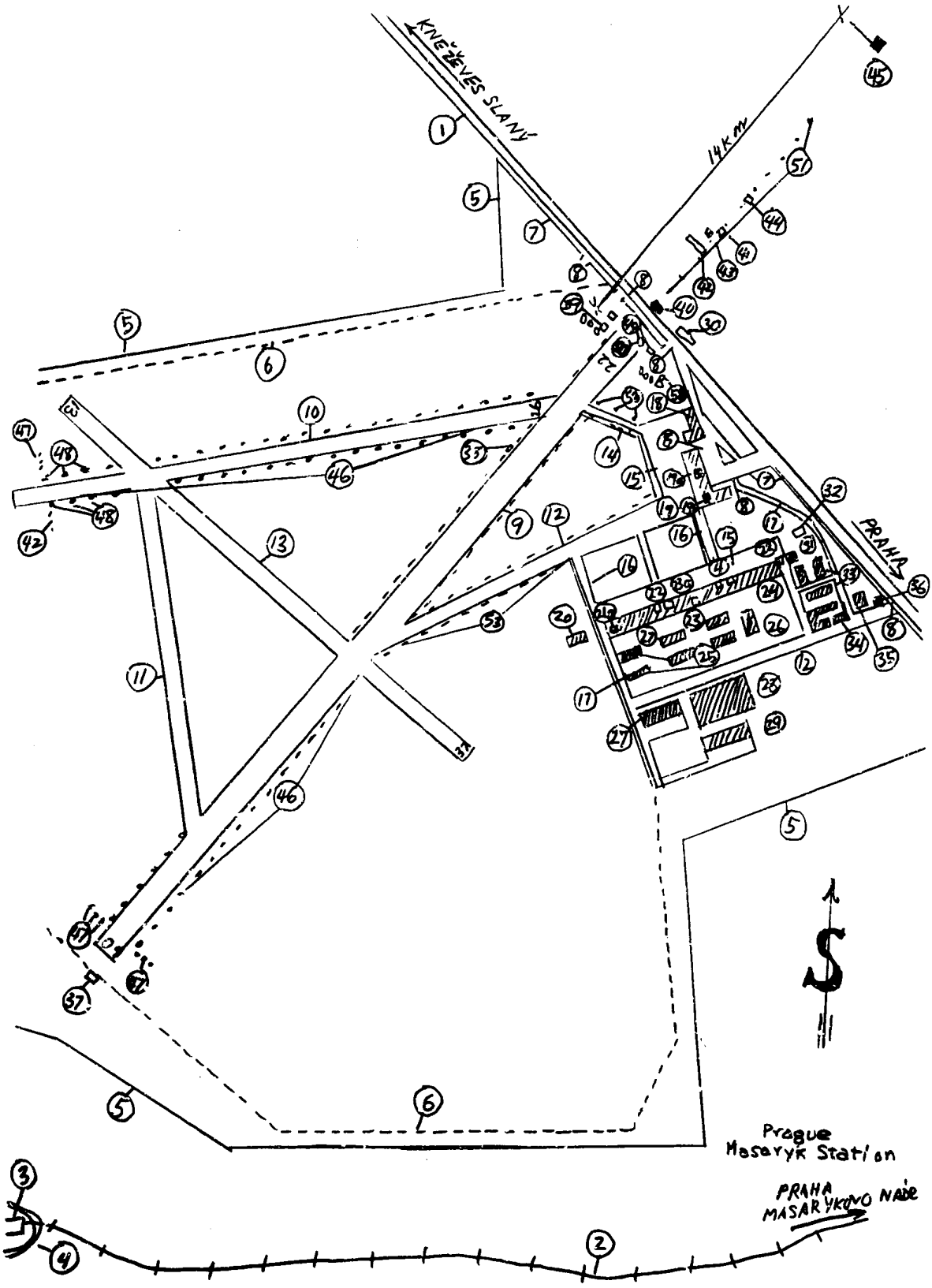
SKETCH OF CIVILIAN AIRPORT IN PRAGUE- RUZYNE WITH LEGEND



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Legend

1... Prague - Knezeves - Slany State Highway which goes along the civilian airport in Prague - Ruzyne. The highway is approximately 20 meters wide and is called Dlouha mile.
2... Single-track railway of the Czechoslovak State Railroads Prague (Masaryk Station) - Hostivice - Kladno. The railway track is about 20 meters lower than the level of the airport.
3... Railway station of the Czechoslovak State Railroads in Hostivice with about six rail-tracks.
4... Hostivice - Knezeves District Road partly made of asphalt, partly paved; this road is closed for traffic because of work on the extension of the airport.
5... Paths going around the area of the airport.
6... Red and white signs marking the area of the airport; there are red and white lights here at night.
7... A fence, 2.5 meters high, enclosing the airport on the side toward the highway. The fence is made of wire.
8... Gates to the airport
9... Main runway for take-offs 1800 meters long, 60 meters wide, direction 220° - 240° made of concrete.
10.... Asphalt runway, 1200 meters long, 40 meters wide, direction 260° 280°
11.... Asphalt runway, 800 meters long, 40 meters wide
12.... The "long approach runway," made of concrete, 600 meters long, 40 meters wide.
13.... Asphalt runway, 1200 meters long, 40 meters wide, direction 310 - 330°
14.... The short approach runway, 150 meters long, 30 meters wide, made of asphalt.
15.... Concrete pavement in front of the hangars
16.... Connecting road 150 meters long, 15 meters wide, made of asphalt
17.... Internal roads, various asphalt roads 5-10 meters wide.
18.... Airport building (station), foreign transport division, a concrete building 70 x 15 x 30 meters. There is also a customs station here.
19.... Airport station, a three-story concrete building with a flat roof. The building has tiled walls of a light yellow color. In this building are offices of the airport administration, offices of foreign airlines, flight control offices, post office, passenger waiting rooms, first aid station and a restaurant. On the second floor are the teletype offices (centrals) and flight control of the Czechoslovak Airlines (CSA).
19a... Control tower, three stories over the airport station. On the first and second floor are the offices of the meteorological service, on the third floor is flight control.
19b... Control tower for regional flight control, one floor above the airport station
20.... Fire station, a single-story wooden barrack, 30 x 15 meters, with garages for three fire engines.
21.... Hangar No 10, steel, brick and concrete construction, 100 x 30 x 15 meters. In the hangar are located offices and a warehouse for airplane parts.
21a... Beacon, a turning search light with white and red lights, located on the roof of hangar No 10.
22.... Five underground gasoline tanks with the filling station in the hangar.
23.... Hangar B. Similar construction to that described under point 21 and the same size.
23a... Beacon, a turning searchlight with a white light on the roof of hangar B.
24.... Hangar A. Similar construction to that described under point 21 and the same size.
25.... Warehouses for airplanes parts. Five wooden barracks, 30 x 15 meters, with tar paper roofs.
26.... Canteen, a wooden barrack, 40 x 15 meters with a tar-paper roof.
27.... Hangar D. Steel, brick and concrete construction 60 x 30 x 15 meters, with a tar-paper roof. In this hangar are quartered military air guards. In this hangar there is also a radio transmitter FUG 10, frequency not known, which is at the disposal of the military air guard.
28.... Hall for repairs of engines. [redacted] The Construction was begun in 1949. 25X1
The building is a steel construction 120 x 60 x 20 meters.
29.... Hangar F, built in 1950, a steel and brick construction with a tar paper roof. The space for airplanes in the hangar is 80 x 40 meters. The size of the whole building, including space for offices and workshops, is 106 x 40 x 18 meters.
30.... Building administration, a wooden barrack, 40 x 12 meters.
31.... Station of the National Security Corps (SNB), a two-story concrete house, 12 x 12 meters, with flat roof.
32.... Water reservoir and pumps, a concrete building, 100 x 50 meters.
33.... Apartment house for employees of the airport, a three-story concrete building, 60 x 15 meters with a flat roof.
34.... Garages and workshops, a single-story concrete hall, 100 x 50 meters.
35.... A dwelling house for members of the National Security Corps (SNB), a two-story concrete building approximately 15 x 15 meters.
36.... Gatekeepers' lodge, a brick house 10 x 15 meters.

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37... Major beacon directing the landing of planes, working with the SC 51 and SBA Lorenz system; a single-story concrete house, 6 x 4 meters with antennae.
38... Transmitter with glide bath, system SC 51 - case on the ground
39... Innermarker for landing, system SC 51 which shows the distance of the landing plane from the landing runway. Case on the floor.
40... Innermarker, SBA Lorenz system situated about 300 meters from the runway behind the Dlouha highway. Case on the ground.
41... Outermarker for landing, SBA Lorenz system about 300 meters from the beginning of the starting runway. Case on the ground.
42... Goniometric station for the directing of landing; a single-story wooden house, 20 15 meters, which lies in the axis of runway 22, about 250 meters from the beginning of the starting runway.
43... Measuring device VH 118 1 Mc/sec, located in a wooden barrack, 3 x 3 x 2 meters, about 300 meters from the beginning of the starting runway.
44... Measuring device ADCOC located in the axis of starting runway 22; a wooden house, 3 x 3 x 3 meters, about 400 meters from the beginning of the runway.
45... Transmitter beaming the letters PA in all directions. This tower lies about 14 kilometers from the runway near the village of Hostice.
46... Rows of white lights marking the runway. The lights are posted 50 meters from each other.
47... Three green lights marking the beginning of the runway.
48... Three red lights marking the end of the starting runway. In landing a red light is visible, from the other side this light is white.
49... Hydrogen lights in orange color at the beginning of starting runway 22; these lights serve for landing in a fog.
50... Indicator showing the angle of the landing plane
51... Leading lights, hydrogen lights in orange color lying 50 meters from each other and going from the beginning of the starting runway as for as two kilometers.
52... "T" light
53... Rows of blue lights marking the approach to the runways.